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SCENIC HIGHWAYS ELEMENT OF THE GENERAL PLAN

AUGUST 1974

INSTITUTE OF GOVERNMENTAL
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*Lomita City Council
City planning
Highways*

Prepared and Submitted by: ALLEN B. STEPHENSON
City Administrator and
Planning Director

RICHARD C. ANDERSON
Planning Advisor

CITY OF LOMITA, CALIFORNIA

PROPOSED SCENIC HIGHWAYS ELEMENT
OF THE GENERAL PLAN

AUGUST 1974

Charles Baller
CITY CLERK

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City Administrator and
Planning Director

RICHARD A. THOMPSON
Planning Director

RESOLUTION NO. 74-59

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LOMITA ADOPTING THE SCENIC HIGHWAYS ELEMENT OF
THE GENERAL PLAN

WHEREAS, the City of Lomita adopted a General Plan on
December 12, 1966, by Resolution No. 66-59; and

WHEREAS, a Scenic Highways Element is required as part of said
General Plan; and

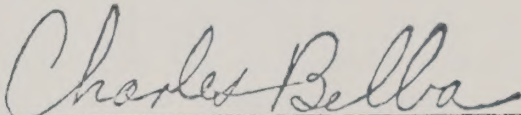
WHEREAS, the Planning Commission has recommended that the
attached Scenic Highways Element be adopted after a public hearing
had been held thereon; and

WHEREAS, after public hearing, the City Council is of the
opinion that such Scenic Highways Element be adopted;

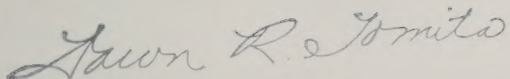
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY
OF LOMITA AS FOLLOWS:

SECTION 1. That the proposed Scenic Highways Element attached
hereto and incorporated herein by this reference, is hereby adopted
as part of the General Plan of the City of Lomita.

PASSED, APPROVED AND ADOPTED this 19th day of August, 1974.

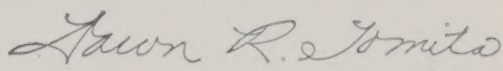

MAYOR

ATTEST:


CITY CLERK

I HEREBY CERTIFY that the foregoing resolution was duly and
regularly approved at the City Council meeting held on the 19th day
of August, 1974, by the following vote:

AYES:	COUNCILMEN:	Anderson, Hall, Moore and Mayor Belba
NOES:	COUNCILMEN:	None
ABSENT:	COUNCILMEN:	Cole


CITY CLERK

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LOMITA APPROVING THE SCENIC HIGHWAYS ELEMENT OF
THE GENERAL PLAN

WHEREAS, the City of Lomita adopted a General Plan on
December 12, 1966, by Resolution No. 65-231 and

WHEREAS, a Scenic Highways Element is required as part of said
General Plan; and

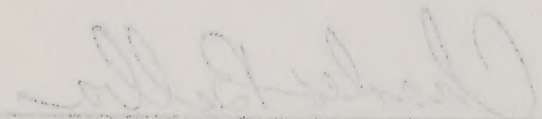
WHEREAS, the Planning Commission has recommended that the
attached Scenic-Highways Element be adopted after a public hearing
had been held thereon; and

WHEREAS, after public hearing, the City Council is of the
opinion that such Scenic-Highways Element be adopted;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY
OF LOMITA AS FOLLOWS:

SECTION 1. That the proposed Scenic Highways Element attached
hereto and incorporated herein by this resolution, is hereby adopted
as part of the General Plan of the City of Lomita.

PASSED, APPROVED AND POSTED this 12th day of August, 1974.



MAYOR

ATTEST:

CITY CLERK

I HEREBY CERTIFY that the foregoing resolution was duly and
regularly approved at the City Council meeting held on the 12th day
of August, 1974, by the following vote:

AYES: COUNCILMEN: A. Anderson, Earl Moore
and Mayor Miller

NOES: COUNCILMEN: none
ABSENT: COUNCILMEN: Cole

CITY CLERK

SCENIC HIGHWAYS ELEMENT

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SCENIC HIGHWAYS ELEMENT

INTRODUCTION

Authority for Scenic Highways Element

The State of California Government Code Section 65302 (h) requires a scenic highways element of all city general plans as follows:

The plan shall include a "scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

Scope

The General Plan Guidelines of the California Council on Intergovernmental Relations give the following direction in the development by cities of the Scenic Highways Element:

This element provides for the local planning for official and unofficial scenic highways. Official scenic highways are so designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the local jurisdiction. Highways eligible for such designation are listed in the Streets and Highways Code Section 263. Official County Scenic Highways are also designated by the State Scenic Highway Advisory Committee upon application from the local jurisdiction.

Standards for official designation of scenic highway rest on the analysis, planning and protection of the scenic corridor through which the highway traverses. The Department of Transportation has prepared a guide on official scenic highway designation which is available at their local district offices.

The scenic highways element is the initial step leading toward the official designation as a scenic highway. As such, the element provides the basis for the preparation of specific scenic corridor plans. The element is not a scenic highway corridor study, but rather provides the basis for scenic corridor studies by the Department of Transportation or by the local jurisdiction. For cities and counties in which a

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scenic corridor study has been completed, the element may be a more specific plan or set of policies to protect and enhance the scenic corridor.

Although the emphasis of the scenic highway element is on the designation of state highway routes as "scenic" routes, this does not preclude local agencies from developing and adopting local scenic routes, for example:

- A. Identification and evaluation of scenic corridors in the planning area, consideration of special features such as entryways, river or bay front highways, park drives, and similar important natural or landscaped and beautified arterials. Inclusion of a bikeway system with the scenic highway corridor may be considered.
- B. Statement of policy with diagram-map indicating the communities scenic highway system and the routes therein.
- C. Guide to implementation measures.

GENERAL INFORMATION FOR ELEMENT

History of City's Development

The City of Lomita developed as a regional population center shortly after 1900. During the early period it acted as a commercial and population center for surrounding agricultural and mineral extraction areas. Lomita was one of several such scattered centers in the South Bay area. The others are now the central business districts of surrounding cities. Between these centers were broad agricultural acreage, oil fields and considerable undeveloped marsh and hill areas.

Subsequent development, especially during the post World War II era, transformed the open rural area into a single family residential and industrial region. This transformation was preceded by the annexation of open undeveloped areas by surrounding cities.

The present City of Lomita boundaries reflect only a portion of the original developed area of the early 1900's. The result is a lack of areas suitable for the development of scenic highway corridors within the City's boundaries.

LETTER INFORMATION FOR ELEMENT

History of City Development

The City of Los Angeles developed as a regional population center shortly after 1900. It was a regional population center for the entire

of 1900. During the early period it was a commercial and

population center. The surrounding agricultural and commercial activities

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formed the open space area. This family residential area

formation was preceded by the area.

development was preceded by the area.

and present City with a portion of the

original population area of 1900. The result is a lack

of space for the development of new highway corridors

within the city boundaries.

Existing Highway System

The City has a number of state and local highways through it reflecting to some degree its early status as a local population center. The system includes Pacific Coast Highway (formerly Redondo and Wilmington Road), a state highway, and Lomita Boulevard, a major highway with an ultimate width of 100 feet. These roadways represent two of the major east-west routes in the South Bay area.

Western Avenue, a state highway; Eshelman Avenue and Narbonne Avenue, secondary highways; and Crenshaw Boulevard, a major highway, are north-south routes through Lomita that serve as major access routes to the Palos Verdes Peninsula-San Pedro area, southerly of the city.

Scenic Highway Potential of Area

The Palos Verdes Hills along Lomita's southern boundary offer the potential for scenic drives. The County of Los Angeles has designated a circle system in that area including portions of Palos Verdes Drive North and Palos Verdes Drive East as second priority highways. The full length of Palos Verdes Drive West and South represents part of the Malibu to Long Beach scenic route under the County system.

Palos Verdes Drive East, an extension of the Narbonne-Arlington roadway south of Lomita, is not at the present considered a potential scenic highway by the State, County or City of Rolling Hills Estates. It does act in combination with Narbonne Avenue southerly of Pacific Coast Highway as the entrance to portions of Palos Verdes Drive South in the scenic highway system.

The portion of Palos Verdes Drive North which is adjacent and parallel to Lomita's southern boundary represents the same situation, not a part of the official scenic highway system but a gateway to the Peninsula Circle Scenic Corridor.

Lomita's Actions

Lomita may act to complement projected scenic highways in the area by regulating land use along its portion of the "Gateway System". This control is largely accomplished through recent city actions, including rollback zoning and open space requirements for multi-residential developments. The city has also caused the undergrounding of utilities along portions of Narbonne Avenue and Palos Verdes Drive North within Lomita.

The city prohibits outdoor advertising of all kinds along both highways southerly of the Pacific Coast Highway frontage, except on a controlled and very limited basis.

Highway Beautification

Lomita has committed itself to beautifying all its highway frontages. This improvement is best accomplished as construction occurs. Street tree planting programs along highways and local streets and the control of non-conforming uses are additional actions the city may take.

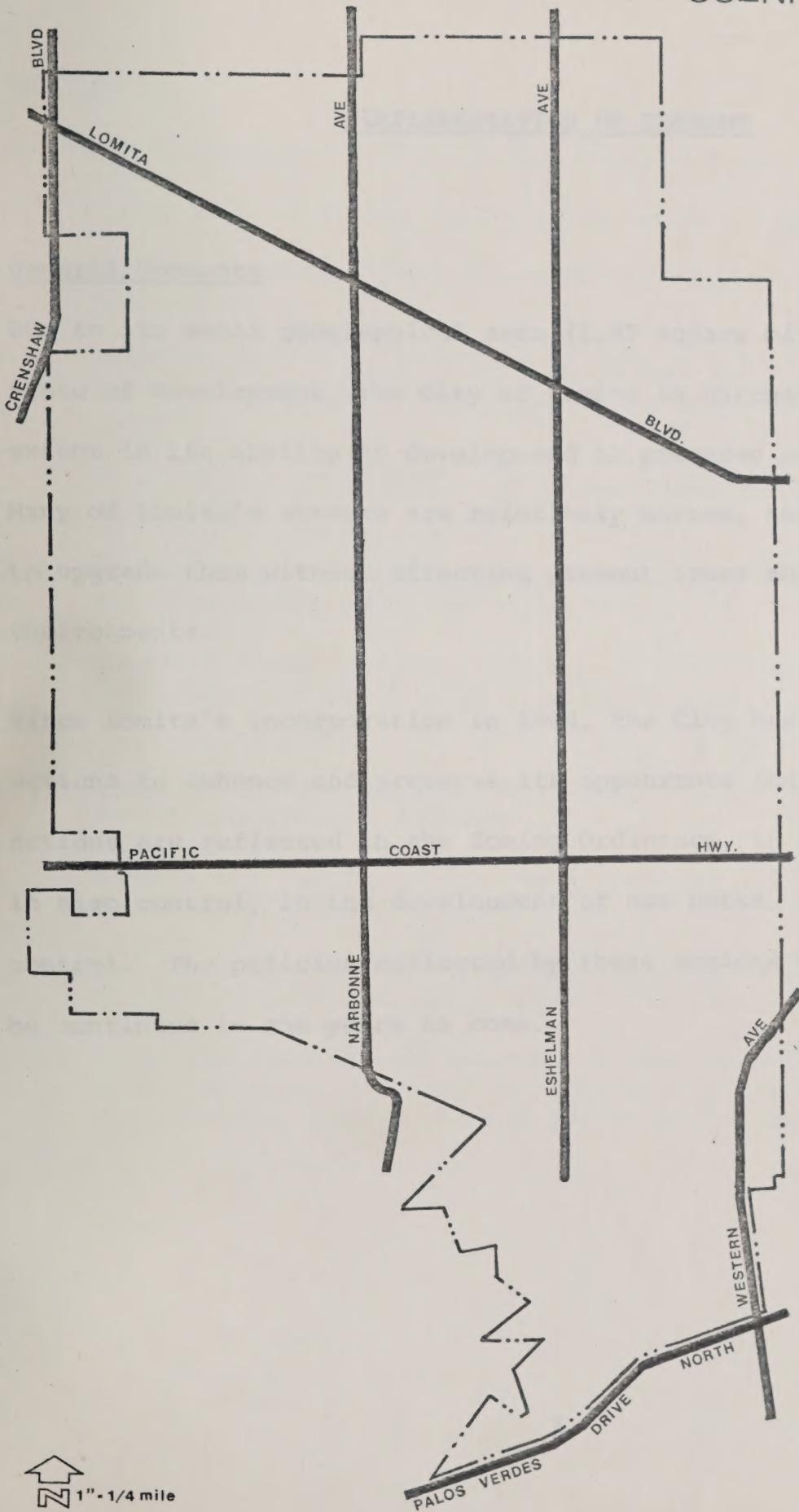
Existing zoning regulations limit the size, location and type of on-site signs and billboards. Landscaping and access controls are a part of all new commercial and multi-residential construction projects within the city.

Highway Beautification

During the summer months, the Highway Beautification Act was amended to beautify all the highway corridors. This involves a wide range of construction projects, including planting trees and shrubs, erecting signs, and installing other measures to improve the appearance of the highway. The Act also provides for the removal of billboards and other signs that are considered unsightly. The Highway Beautification Act is a key component of the Federal Highway Administration's efforts to improve the quality of the highway environment. The Act has been successful in many areas, including the removal of thousands of billboards and the planting of millions of trees and shrubs. The Act has also helped to improve the appearance of the highway corridors, making them more attractive and safer for travel.

SCENIC HIGHWAY ELEMENT

CITY OF LOMITA



IMPLEMENTATION OF ELEMENT

General Comments

Due to its small geographical area (1.87 square miles) and its current state of development, the City of Lomita is circumscribed to a great extent in its ability to develop and to preserve scenic highways. Many of Lomita's streets are relatively narrow, and it is difficult to upgrade them without affecting present trees and neighborhood environments.

Since Lomita's incorporation in 1964, the City has taken numerous actions to enhance and preserve its appearance and amenities. These actions are reflected in the Zoning Ordinance, in lower densities, in sign control, in the development of new parks, and in subdivision control. The policies reflected by these actions will, undoubtedly, be continued in the years to come.

IMPLEMENTATION OF ELEMENT
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General Comments

11 geographical area (1.87 square miles) and its current
status of development, the City of Lomita is characterized by a dense
population and its progressive economic highway.
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in the development of new parks, and in subdivision
control, in the layout of new parks, and in subdivision
control. The policies reflected by these actions will, undoubtedly,
be continued in the years to come.

Conclusions

In order to implement the Scenic Highways Element of the General Plan of the City of Lomita, the following steps or actions should be taken:

1. Work with neighboring jurisdictions to upgrade and beautify all highways.
2. Underground all utility systems within the City as monies become available and as approved by adjacent property owners.
3. Provide for the planting of street trees along all roadways in the City.
4. Regulate all on-site signs and prohibit off-site signs in all residential and commercial areas.
5. Consider views from the highways in all commercial developments, and require landscaped areas in all parking lots.
6. Limit the height of all construction to two stories where view may be unfavorably affected.
7. Enforce the City's zoning requirements relative to outdoor storage and signs.
8. Work with the commercial community to emphasize the positive factors in a program of highway beautification.
9. Study and evaluate the possible affect on highways from a scenic standpoint during the course of preparation of environmental impact reports for major projects in Lomita.

In order to implement the traffic safety program of the City of
of the City of Denver, the following rules and regulations shall be

1. With the exception of the following, all highways

2. Any person who is found to be in violation of the City's traffic
rules and regulations shall be subject to the following penalties:

3. For the purpose of this ordinance, the following shall be defined:

4. The City of Denver hereby prohibits the use of any vehicle on
any highway within the City limits.

5. The City of Denver hereby prohibits the use of any vehicle on
any highway within the City limits.

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any highway within the City limits.

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